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A LAND OF GOLD!

TRAIL CREEK, B. C.



THE BEST AND CHEAPEST

—ROUTE—

TO THE

—TOWNS AND MINES—

—OF—

TRAIL CREEK, B. C.



~~PROVINCIAL ARCHIVES OF B. C.~~

ISSUED BY THE

BOARD OF TRADE OF TRAIL.

TRAIL B. C.
Archives

MARCH, 1898.

British Columbia

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TRAIL, B. C.

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General Merchants.

Fred Sick, Trail Brewery.

Hugh Madden, Madden House.

Jas. Reith, of Jas. Reith & Co.

The members consist of the business men of Trail, every firm being represented.

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The mines of Trail Creek, in the Trail Creek mining district, British Columbia, will probably be the mining sensation of the world for 1896-7. The South African mining boom is

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on the wane, and mining on the "Rand" is getting down to a business basis. Speculators are still wild over Cripple Creek, but that boom has assumed proportions so ridiculously large as to be patent to all who gaze thereon. Alaska's mines cannot be boomed as yet, there being so much expense and danger and difficulty in getting to them, and the mining speculator and "boomer" will next be after Trail Creek—where his presence is in no way desired.

Through all the South African and Cripple Creek sensations, the Trail Creek mines have been working right along at the same old stand, their productiveness being only retarded by lack of capital. Here, on the Canadian side of the International boundary line, only a few miles from the line, with easy and cheap ways of ingress and egress, the mines of Trail Creek have silently held out their offers of fortunes to those who would come and claim them—and the tide of immigration, the so-called

"rush," has but just commenced.

While the fabulous richness of the mines of Africa is created by ore that yields \$1.62 in gold to the ton, the Le Roi, War Eagle, Josie, O. K. and other mines of Trail Creek have, without fuss or feathers, been increasing their shipments of ore that averages over \$37 per ton in gold, \$4 in copper and \$2 in silver.

The Cripple Creek Journal, a newspaper published in Cripple Creek, in a recent issue asserted that the two greatest gold camps on earth were Rossland in the Trail Creek District, seven miles from Trail, and Cripple Creek. For a local newspaper to admit of its town's equal, stamps that equal as its superior.

The entire value of the ore shipped from the Trail Creek Mines during the year 1894 was \$125,000. This came from three mines—the Le Roi, War Eagle and Josie, all situated in Red Mountain, near Rossland. The shipments for 1895, up to October 1,

aggregated 17,027 tons, the value being \$636,000 in gold, \$33,000 in silver, and \$66,000 in copper; average value in gold, \$37.35 per ton; in silver about \$2, in copper about \$4 per ton, making the total average value about \$43.35 per ton. The aggregate tonnage for the year was over 23,000 tons, of the value of more than \$1,000,000. Had there been better facilities for shipping and necessary capital for mining, the output could have been unlimited, for the supply of ore is practically inexhaustible.

When the mines of Trail Creek were discovered, who were the discoverers and what the names of the mines first discovered is a matter of history that this pamphlet is too small to contain. During the year 1895, over 2000 mineral locations were recorded in the district, and during 1896 many of them will become producing mines. The War Eagle paid about \$200,000 in divi-

deuds to its stockholders, and the Le
RoI is averaging about \$25,000 in
dividends per month.

It is not unreasonable to expect
that the mines of Trail Creek will
produce 150,000 tons of ore this year,
of a gross value of \$6,000,000. The
Trail Creek Tramway, a narrow-
guage railroad to connect the mines
at Rossland with the smelter at Trail,
is progressing rapidly, and trains
will be running between the smelter
and the mines about May 1. A
right of way has been granted the
Columbia & Red Mountain railroad,
which will run from some point in
Stevens county, Washington, to
Rossland. A bill is before the pro-
vincial legislature to allow the Trail
Creek Tramway to become a part of
the Columbia & Western railway,
that shall open up the mines through
150 miles of rich country. The
Canadian Pacific is extending its
road to Trail, and has surveyed an
addition to the Town of Trail—and,

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to make a long story short, Trail Creek is now assured of sufficient and satisfactory shipping facilities, and invites the attention of capitalists who have money with which to make more money.

THE TRAIL SMELTER.

The ores of Trail Creek have to date, been smelted in Tacoma and Everett, Washington; in Helena and Great Falls, Montana; but the greater portion of the output of these mines will hereafter be smelted in the district in which they are mined. The British Columbia Smelting & Refining Company's smelter at Trail "blew in" three stacks in the week of March 12-19, 1896, and its fourth and fifth stacks will "blow in" before May 1st, giving that smelter a capacity of 250 tons per day. This smelter is the most complete and modern in equipment of all smelters in North America, and has a capacity equal to that of any of the great smelters of

Butte and Helena, while so modeled that its capacity can be made greater than that of any smelter in the West, with very little expense. The smelter and Trainway have been built at a cost of over \$500,000, and there is plenty of capital back of both enterprises.

TRAIL, B. C.

The fame of the Town of Trail has spread only in the past few months. For the entire town, smelter and all, has been built in less than six months. The upbuilding of Trail is by no means finished, although nearly \$1,000,000 has so far been expended in that direction. At the present writing, the Town of Trail possesses ten good hotels, eight saloons, four restaurants, eight general stores, one big hardware store, two meat markets, four barber shops, two news and stationery stands, one bank, one jewelry store, one drug store, one tailor shop, two sawmills, two blacksmith shops, a big brewery, bottling

works, one billiard hall, two real estate offices, two livery stables, several dray lines, newspapers, churches, schools, postoffice, telegraph and telephone offices, one depot and a second soon to be constructed, one bakery, while ground is being prepared and buildings erected for one three-story and one four-story hotel, a plant for the British Columbia Iron Works, and other for the Mac Machine Works, several stores and other enterprises. The British Columbia Smelting & Refining Company is putting in electric light works for the town, the lights to be turned on soon, and is preparing to furnish Trail with a system of water-works. A ferry has been built to connect the two shores of the Columbia at this point, and a wagon road now completed from the Spokane Falls & Northern railway at Sayward, six miles distant from Trail, to the ferry in question. The Canadian Pacific proposes to build to Trail this

year, and make Trail its terminus in this district. Trail's population was on March 1, 1896, about 1500.

THE ROAD TO TRAIL CREEK.

Visitors from the states must come to Trail Creek from Spokane. The Spokane Falls & Northern railway is the road over which all must travel, and its service is in every way satisfactory. Trains leave the S. F. & N. depot every morning, except Sunday, at 7:00, and arrive at Northport at noon, connecting with the steamer "Lytton" for points in the Trail Creek district. The "Lytton" is fitted up with all modern conveniences, has electric lights and a search light, sets fine meals for passengers, and makes the 12 mile ride to Trail a most pleasant one. Fare on the "Lytton" from Northport to Trail is \$1.00; but passengers should purchase their tickets at the S. F. & N. railway depot direct to Trail, thus saving 50 cents in fares. The route is over the most picturesque portion of the

Columbia, past the falls of the Pend
d' Orellle river, by the Canadian cus-
toms house at Waneta, B. C., and
through the rapids and eddies. The
ride from Northport to Trail is one
of the pleasant features of the trip.
At Trail passengers for Rossland are
met by the Concord coaches of the
Trail Valley Stage Line company,
and it is only a journey of seven
miles up the mountain to Rossland.
Passengers for Rossland can go by
stage from Northport, but it is a long
17 mile ride, over terribly du-ty and
rocky roads. By purchasing
your ticket by the way of Trail, all
of the heat and dust is escaped. The
fare from Trail to Rossland by the
stage is \$1.50, the return trip costing
only \$1.00. After May 1, 1896, pas-
sengers may go from Trail to Ross-
land by rail. Visitors from points in
Canada travel over the Canadian Pa-
cific to Revelstoke, down to the head
of Arrow Lakes, 28 miles, by the

branches of the same company, and there they are met by the boats of the Columbia & Kootenay Steam Navigation company and brought to Trail.

TO IMMIGRANTS.

The Board of Trade of Trail unhesitatingly declares that the Trail Creek country is, in their belief, fabulously rich in mineral wealth—and all that is needed is money to develop our mineral resources. Mining investors find here a wide field and a profitable one. Trail, itself, is the smelting center of British Columbia, and will always remain so, having all the necessary adjuncts that other towns in the Province lack.

Trail will be the distributing point for the Trail Creek district, as well as for the other mining districts in this section. Here wholesale houses are going up, to supply the retail trade of surrounding towns and camps. As is natural in a town that is but

six months old, there are branches of business not represented here, and other branches that offer good openings for competitive firms. Men with means who will help in the up-building of Trail Creek are assured that there is a splendid opening in Trail for them, in whatever line they may represent.

When you visit the mines of Trail Creek, come by the way of Trail and call on the Board of Trade of Trail.



MEMBERS OF THE BOARD OF TRADE, TRAIL, B. C.

- Al Hoyt, of Hoyt & Craddock, St. Elmo Hotel
Bruce Craddock, of Hoyt & Craddock, St. Elmo Hotel.
W. S. Bavel, Pioneer Barber Shop.
J. O. Wiegman, Mgr. Home Hotel.
Doc Raymond, of Raymond & Vogler Trail Stables.
A. E. Steele, of Steele & McDonald, General Merchants.
W. F. Thompson, Editor TRAIL CREEK NEWS.
W. E. Blackmer, Business Manager TRAIL CREEK NEWS.
D. S. Fotheringham, Bookkeeper, B. C. S. & R. Co.
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L. C. Crawford, Real Estate and Mines.
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E. Johnson, Manager Trail Valley Stage Line Company.

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George D. Naden, Bookkeeper R. J. Be-
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Hugh Madden, Mgr. Madden House.

James Bassett, Baggage and Freight
Transfer Line.

S. F. Petersen, Prop. Crown Point Hotel.

S. H. Roach, Mgr. Telephone and Tele-
graph Lines.

Frank Hanna, Real Estate, Mines.

H. Y. Anderson, of Trail House.

W. A. McLean, Prop. Dining Rooms of
Leland Hotel.

John Callahan. Prop. Bay View Hotel.

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